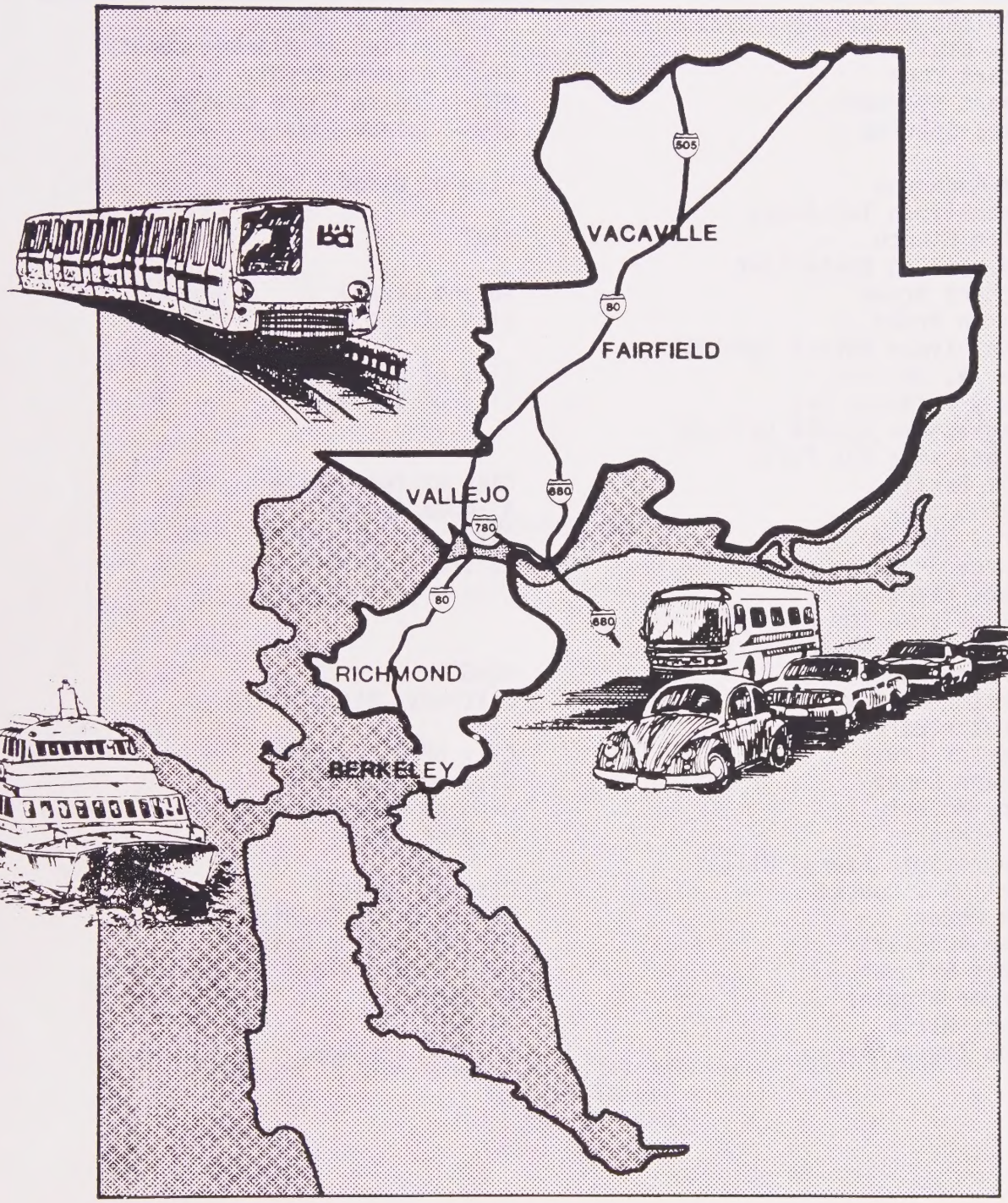
I-80 CORRIDOR STUDY

FINAL REPORT OF THE CORRIDOR STUDY



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January 1988

I-80 Corridor Study
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FINAL REPORT

OF THE

I-80 CORRIDOR STUDY

January, 1988

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PURPOSE OF THE I-80 CORRIDOR STUDY

The I-80 Corridor Study was mandated by Assembly Concurrent Resolution No. 96, which was enacted in June 1986. ACR-96 instructs the Metropolitan Transportation Commission (MTC) to conduct a comprehensive transportation study of the San Pablo Corridor portion of the Interstate Route 80 from the San Francisco-Oakland Bay Bridge through Solano County. The study has examined deficiencies in the Corridor's transportation system, long-term and short-term alternatives solutions, and long-term and short-term financial options for implementing the solutions. ACR-96 directs MTC to submit its final report to the Legislature in December, 1987.

In order to fulfill its obligations under ACR-96, MTC established a Policy Forum to oversee the Corridor Study project and a Technical Advisory Committee to assist in preparing and reviewing the issues papers. The Policy Forum consists of elected officials representing each county, city, and independent transit operator in the Corridor; also included are a representative from both Caltrans Districts, a representative from each state and federal legislator in the Corridor, and the MTC Commissioners from the Corridor. The TAC consists of a planning and/or public works department representative from each government agency, representatives from the legislative delegation, MTC and ABAG staff, and interested citizens.

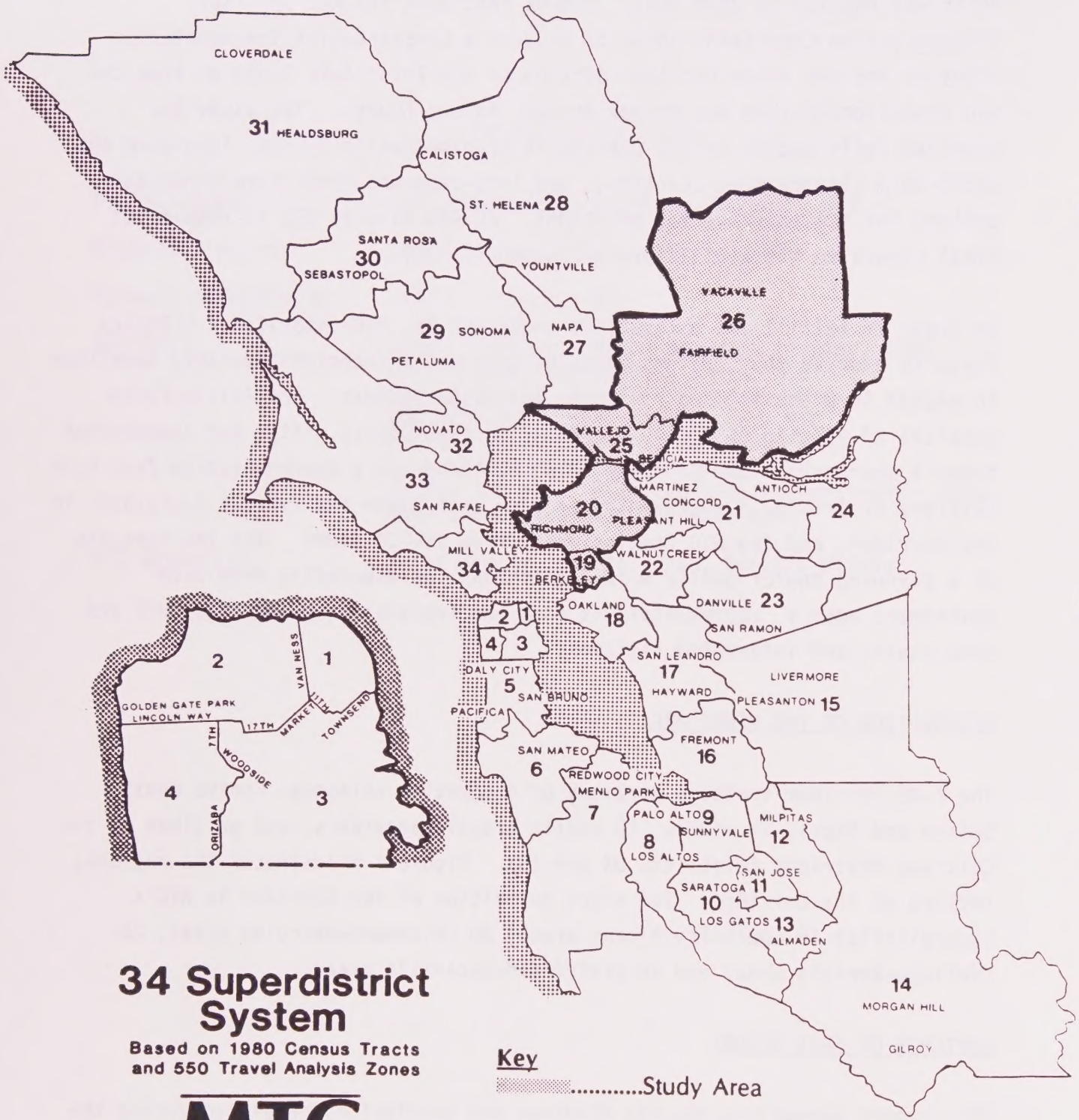
DESCRIPTION OF THE STUDY AREA

The I-80 Corridor includes portions of 4 counties (Alameda, Contra Costa, Solano and Napa), 15 cities, 10 public transit providers, and portions of two Caltrans Districts (Districts 04 and 10). Figure 1 illustrates the regional setting of the Corridor. The exact definition of the Corridor is MTC's Superdistrict 19 (Berkeley-Albany area), 20 (Richmond-Hercules area), 25 (Vallejo-Benicia area) and 26 (Fairfield-Vacaville area).

CONTENTS OF THIS REPORT

This report summarizes the key findings and conclusions developed during the Corridor Study and presents the ACTION PLAN for implementing the recommended solutions. Support from local governments and the public will be essential to implement these solutions.

Regional Setting



34 Superdistrict System

Based on 1980 Census Tracts and 550 Travel Analysis Zones

MTC
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Key

.....Study Area

SCALE OF MILES
0 5 10 15 20 25 30
N

Figure 1

This I-80 Corridor Study has produced the following technical reports:

- o Socio-Economic Overview Report (February, 1987)
- o Transportation Overview Report (February, 1987)
- o Report of Short Term Solutions (September, 1987)
- o Conceptual Definition of Long Range Improvements (August, 1987)
- o Report on Institutional and Financial Issues (November, 1987)

Copies of all the technical reports are available at libraries throughout the Corridor, and MTC's library [(415) 464-7836).

SUMMARY OF SOCIO-ECONOMIC OVERVIEW REPORT

The following are the key conclusions and issues presented in the Socio-Economic Overview Report:

Projections for 2005

Analysis of the data from ABAG's PROJECTIONS 85 indicates that there will be a severe imbalance between the number of workers and number of jobs by the year 2005.

- o Between 1980 and 2005, the Corridor's population and workers are projected to increase faster than the Bay Area average. Growth in jobs in the Corridor is projected to be slower than the Bay Area average. The different growth rates result in a much greater increase in workers (176,000) than jobs (98,600). This adds to the existing surplus of workers, who have to commute out of the Corridor to find jobs.

- o In 1980, the ratio of workers to jobs in the Corridor was 1.12, which means there were 112 workers for every 100 jobs. All four Superdistricts add more workers than jobs between 1980 and 2005, increasing the Corridor's workers/jobs ratio to 1.32 (132 workers for every 100 jobs).

- The most dramatic increase in surplus workers occurs in Superdistrict 26 (Fairfield-Vacaville), which is projected to increase from 7,800 surplus workers in 1980 to 51,300 surplus workers in 2005, resulting in a ratio of 156 workers for every 100 jobs.

- The Corridor's slow rate of employment growth does not result from a shortage of labor in a specific industrial sector or occupation, or from a shortage of land planned for employment generating uses.

Local Land Use Policy (Buildout) Scenario

The "Buildout Scenario" assumes the complete development of all land in accordance with existing General Plans and other local policies. Due to the constant review and revision of these policies, this scenario is not expected to actually occur, but is presented to illustrate the implications of existing local policies governing development.

- Buildout of the I-80 Corridor in accordance with existing local policies would result in a total of 519,000 jobs and 436,000 workers, or a surplus of 82,000 jobs. This contrasts with PROJECTIONS 85, which forecasts a surplus of 105,000 workers in 2005 (see Figure 2).

- The immense surplus of Jobs in the Buildout Scenario is primarily caused by the vast amount of employment-generating land in the Fairfield-Vacaville Superdistrict which, if fully developed, would have 99,000 more jobs than workers. If the Fairfield-Vacaville Superdistrict were excluded from the Corridor, the Buildout Scenario would result in a well balanced workers-to-jobs ratio of 1.06.

- Neither the Bay Area or Sacramento are likely to provide sufficient housing or workers to fill the jobs envisioned by local policies in the Fairfield-Vacaville Superdistrict. Without an adequate supply of housing and labor, the forecasts for employment growth in the Buildout Scenario cannot be achieved.

Surplus Workers, 1980, 2005, and Buildout

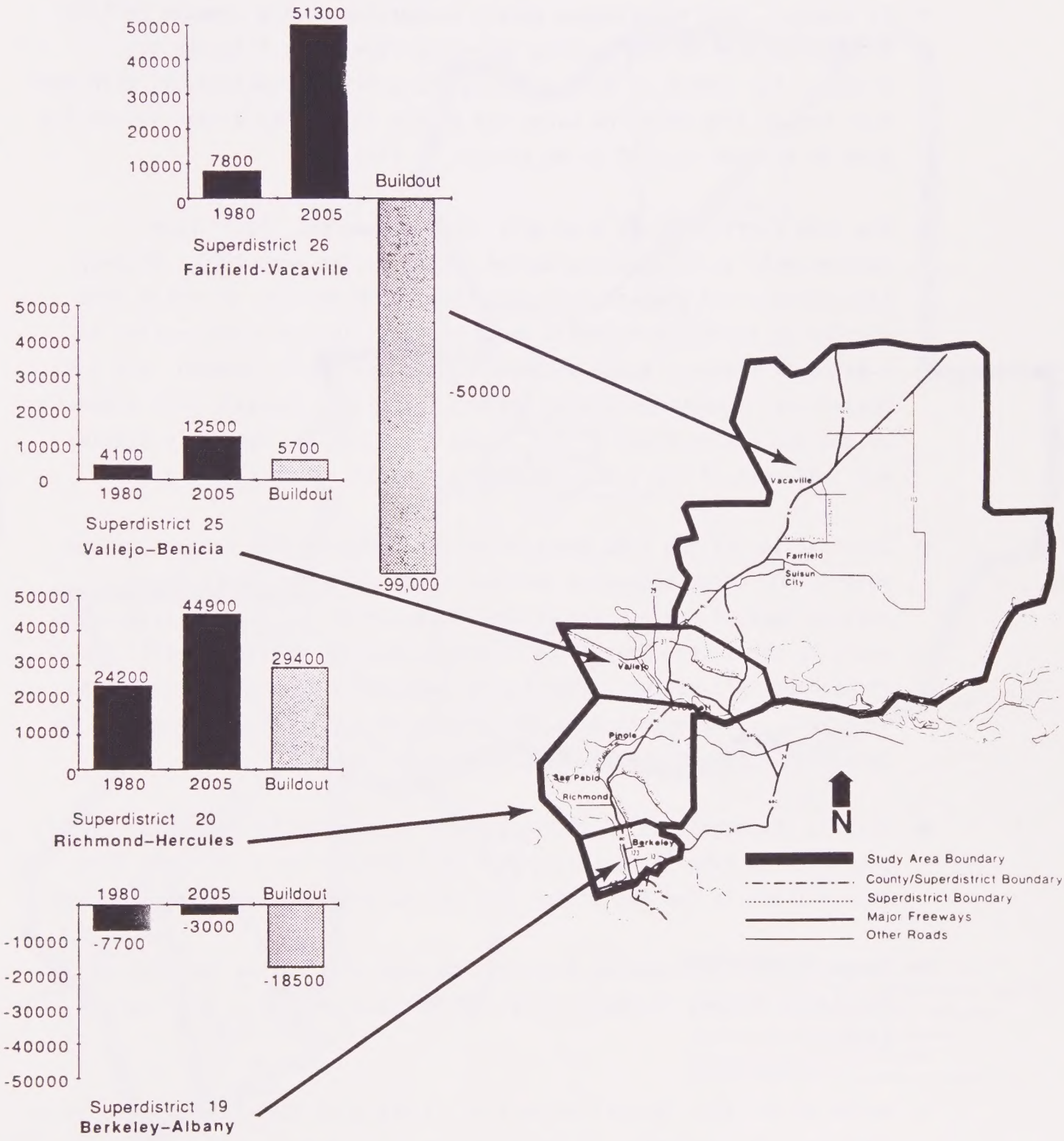


Figure 2

SUMMARY OF TRANSPORTATION OVERVIEW REPORT

The following are the key findings and conclusions presented in the Transportation Overview Report:

- At present, I-80 experiences severe congestion during commute periods, with congestion in the morning extending from Route 4 to the Bay Bridge. The extent of the congestion is growing dramatically, with peak hour travel time from the Carquinez Bridge to the Bay Bridge increasing from 31 minutes in 1980 to 44 minutes in 1985.

- The I-80 Corridor Study area will receive numerous significant improvements to its transportation system by the year 2000. Highway improvements are projected to total over $600 million, of which $400 million is currently funded. These projects include construction of I-580/Knox Freeway, North Richmond Bypass (partially funded), and I-80 Operational Improvement (HOV) Project (partially funded), plus expansion of the Benicia-Martinez Bridge, Route 37, Route 12, San Pablo Avenue, and I-80 east of the I-505 (partially funded). (See Figure 3).

- Construction of the I-80 Operational Improvement (HOV) Project, which entails HOV (High Occupancy Vehicle) lanes and other improvements between Route 4 and the Bay Bridge, is expected to take at least seven years to complete. Congestion from construction activities will occur throughout this period, resulting in additional demand on transit and arterials. At present, only $90 million of the $220 million needed to implement this project has been committed.

- Despite the magnitude of the investment in highway improvements, I-80 is projected to experience severe peak hour congestion in the year 2000 from Vallejo to the Bay Bridge, due to increases in commuting.

- Congestion of I-80 causes travelers to seek alternative routes, including freeway frontage roads, San Pablo Avenue, and local city streets.

- North of Vallejo, congestion on I-80 in the year 2000 is projected to be limited. However, many of the existing interchanges on I-80 including the I-80/I-680 connection, have substandard geometrics and will need to be improved to handle large volumes of traffic.

Major Highway Projects

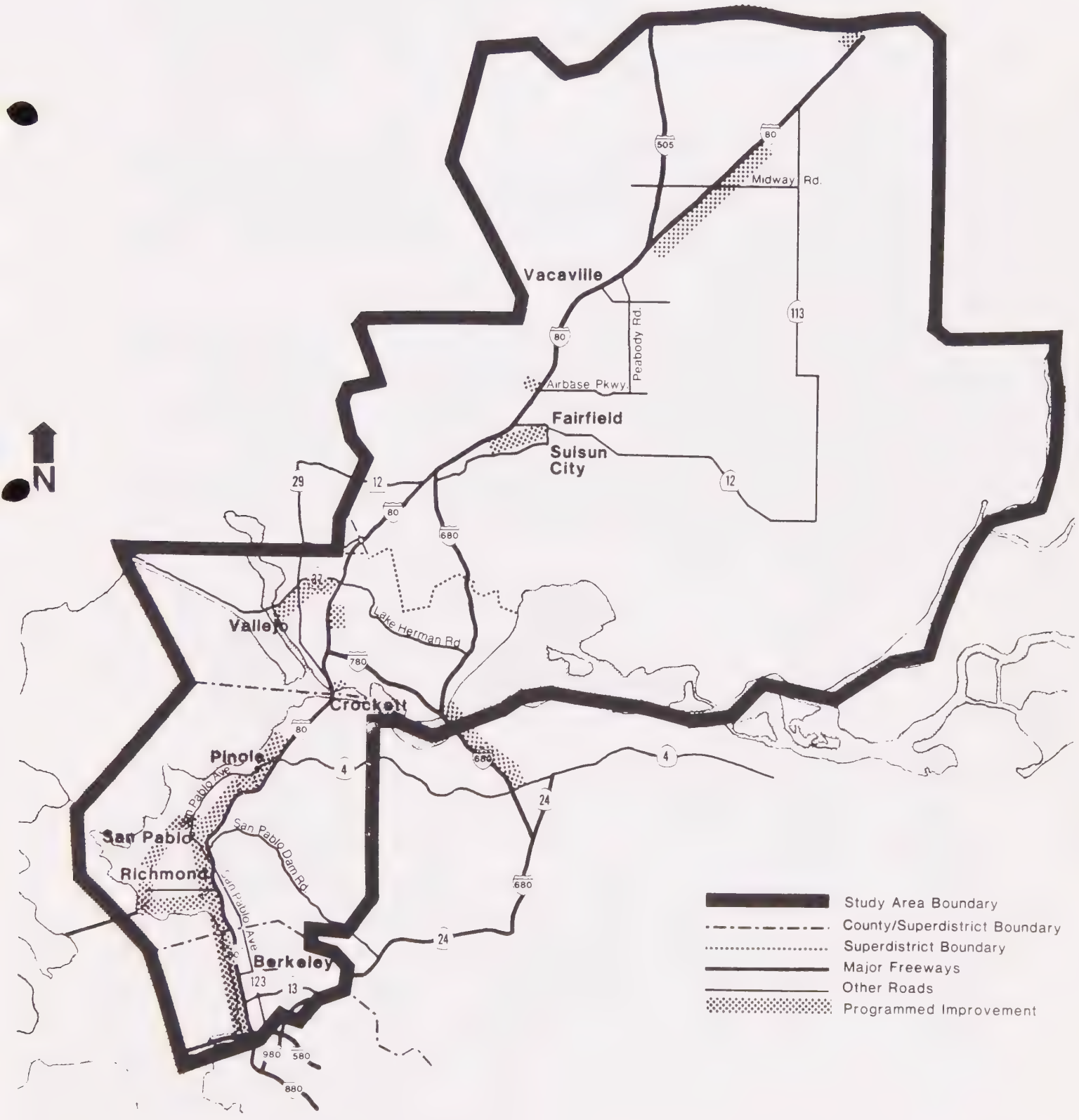


Figure 3

- I-80 serves as a major gateway for recreational travel for much of the Bay Area. Severe congestion occurs on I-80 throughout the Corridor during holidays and other peak recreational travel periods.

- BART is expected to complete its $500 million system capacity improvement program in 1989. This program will allow peak hour southbound trains on the Richmond line to be increased from the current 9 to 12 trains, if demand warrants.

- BART has adopted an alignment for a 7.6 mile extension of rail service from Richmond to Hercules, which would cost $407 million (1986 $). This extension is not included in Stage I of BART's Extension Policy, nor is it on MTC's $2.8 billion list of new rail transit starts and extensions.

- AC Transit is preparing plans to restructure its route system in order to maximize efficiency and capacity with only a limited increase in the number of buses. If this plan is implemented, timed-transfer centers might be located at Contra Contra College and El Cerrito del Norte BART station, with secondary (untimed) centers at Hilltop Mall and the Richmond and El Cerrito Plaza BART stations.

- The Red and White Fleet's commuter ferry service between Vallejo and San Francisco is competitive with single-occupant automobiles in terms of cost and peak period. As congestion on I-80 increases, the ferry service may attract considerable patronage.

- Casual carpooling, an informal system of drivers picking up passengers in order to use the carpool lanes on the Bay Bridge, results in lower transit usasge in the morning than in the evening. The use of carpools (both casual and permanent) is expected to increase from 300 (9% of all vehicles) in 1980 to 900 (17% of all vehicles) in 2000. At Powell Street in Emeryville, carpools are projected to increase from 500 in 1980 to 1,200 in 2000, when they will account for 12% of all vehicles.

SUMMARY OF CONCEPTUAL DEFINITION OF LONG RANGE IMPROVEMENTS REPORT

The Conceptual Definition of Long Range Improvements report defined and evaluated 12 options for improving transportation in the Corridor. The comparative evaluation is summarized in Table 1 and presented below:

1) Year 2000 Base Case:

BART's $500 million capital improvement program, AC Transit's Comprehensive Service Plan and new route structure, Vallejo Transit Lines Express Bus service to del Norte BART, Caltrans' I-80 Operational Improvement (HOV) Project and the North Richmond Bypass are major transportation improvement projects that will add significant capacity to the Corridor. However, peak period congestion on I-80 will not be eliminated. Casual carpooling to downtown San Francisco will probably increase due to the increased time savings carpools will have over transit and driving alone. Formation of permanent carpools will also increase, especially carpools and vanpools originating in Solano County. Carpools would take 59 minutes to travel from the I-80/680 interchange in Cordelia to the Oakland Distribution Structure, versus 95 minutes for drive-alone and 78 minutes for an express bus trip with a transfer to BART at the del Norte station (see Table 1). Carpools going to downtown San Francisco would have an additional 9 minute savings over BART and 20 minute savings over drive-alone.

2) Highway Improvements:

The Conceptual Definition report states that the $615-$660 million in highway projects would provide major capacity increases by widening I-80 through Vallejo and expanding both bridges across the Carquinez Straits, but all of the projects entail major engineering problems and potentially significant environmental effects. As shown in Table 1, the highway projects would result in limited improvement in travel times, because bottlenecks would continue to exist in Contra Costa County on both I-80 and I-680. In order to gain the full benefit of capacity increases across the Carquinez Straits, additional highway improvements would be needed, but the scope of those improvements has not been defined or analyzed. Reconstruction of the I-80/680 interchange and operational improvements on I-80 near Cordelia would have almost no impact on Corridor capacity or travel time for commuters, but may be justified by safety and land development considerations, and their ability to reduce the congestion during peak recreational periods.

TABLE 1

SUMMARY OF PERFORMANCE INDICATORS

IMPROVEMENT	YEAR 2000 WESTBOUND (A.M.) TRAVEL TIMES			ADDED CAPACITY, WESTBOUND (Pk. Hr.)		TRANSIT HEADWAYS	CAPITAL COST
	I-80/680 to Hilltop Dr. (1)	Hilltop Dr. to I-80/580/880 (2)	I-80/580/880 to San Francisco	Carquinez Strait (3) (I-80 and 680)	Hilltop Dr. (3) (I-80)	(peak hour)	(millions)
Do Nothing	58	58	30	0	0	N/A	$0
1) Year 2000 Base Case:							
HOV	37	22	10	0	6000(6)	N/A	$325(6)
non-HOV	58	37	30	0		N/A	
2) Highway Improvements:							
HOV	33	22	10	4400(6)	0	N/A	$615-660(6)
non-HOV	54	37	30		0	N/A	
3) Arterial Upgrade	N/A	N/A	N/A	0	150	N/A	$105
4) I-80 Bus Facility	37	18	10	0	0	N/A	$85
5) Benicia/Vallejo Express Bus	N/A	38(2)	19	360	180	15 minute	$5
6) Fairfield Express Bus	40(4)	38 (2)	19	405	270	10 minute	$5
7) Concord/Richmond Commuter Rail/Ferry	N/A	N/A	N/A (5)	0	720	20 minute	$105
8) San Pablo Avenue LRT	N/A	N/A	N/A	0	0	15 minute	$75-140
9) Richmond/Fairfield LRT	41	39 (2)	19	780	780	15 minute	$280-410 (8)
10) Concord/Fairfield LRT	77(4)		19	780	0	15 minute	$195-350 (8)
11) Amtrak	62(1)		N/A	240	240	60 minute	$40
12) BART/Vallejo Extension (7)	35	28	19	1440	1440	15 minute	$740 (8)

1) Travel times for Amtrak from Fairfield/Suisun City to Oakland station.
2) Hilltop to Distribution Structure travel time assumes 8 minute BART transfer for express bus and LRT; travel time for Options 1-4 are at I-80/580/880 maze, and MacArthur BART station for Options 5-10 and 12.
3) Added capacity measured in person trips.
4) Concord/Fairfield LRT travel time includes 8 minute BART transfer assessment, 39 minutes on the LRT, and 30 minutes on BART; the I-680 express bus would take 50 minutes to BART.
5) Concord/Richmond commuter rail entails 75 minutes from Concord to San Francisco, including 5 minute transfer time and 20 minute travel time on ferry.
6) Improvements include both HOV and drive-alone capacity improvements and capital costs.
7) Further extension of BART to Fairfield costs $365 million.
8) Extension of rail transit service across the Carquinez Straits assumes construction of a new bridge span with provision for rail transit.

Source: Conceptual Definition of Long Range Improvements, Tables 1 and 4, Wilbur Smith and Associates, August 1987. 2054p

3) Arterial Upgrade:

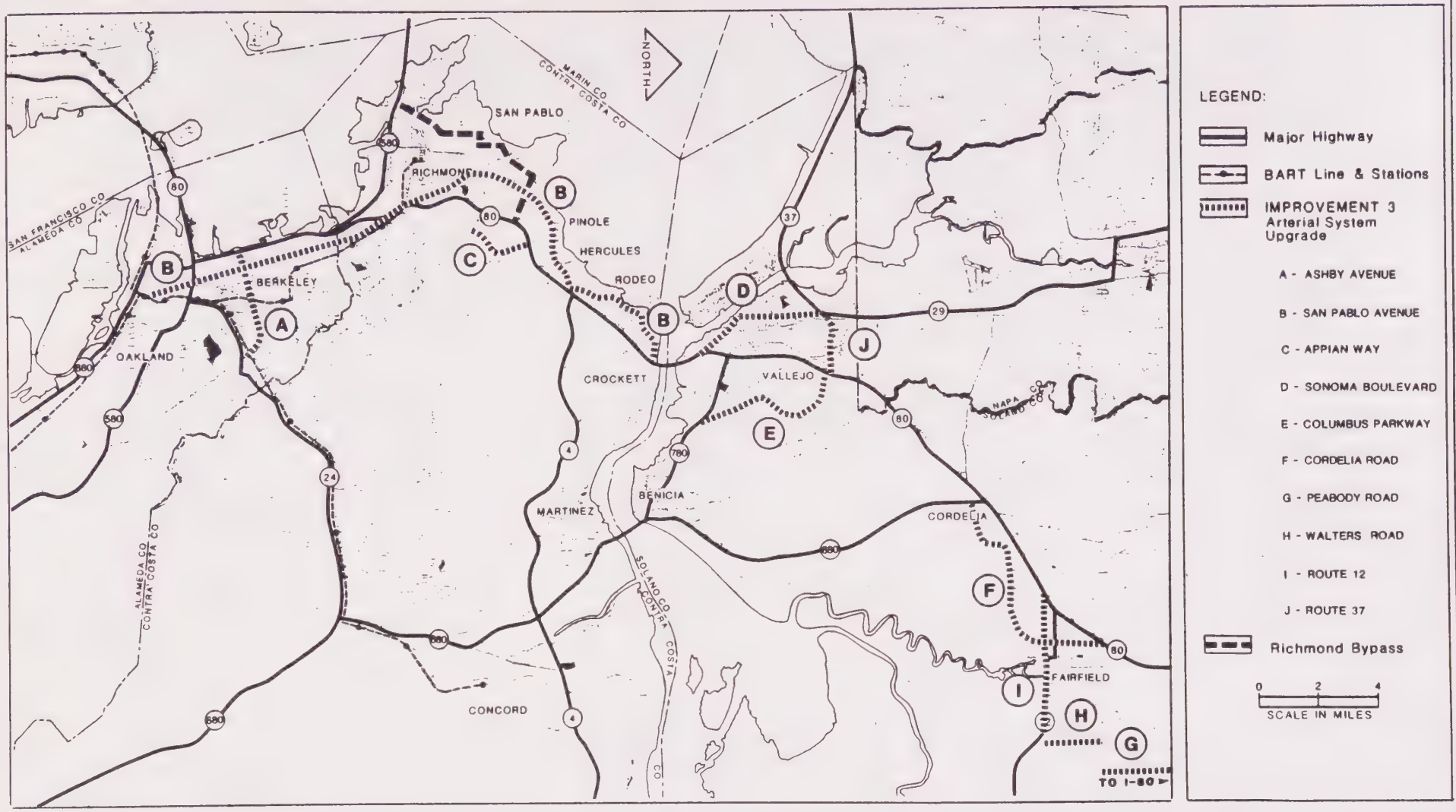
Improving and expanding the arterial system (see Figure 4) will have limited impact on travel times on I-80 during commute periods, but will provide capacity improvements and faster trips for residents that live close to their jobs. In addition, the North Richmond Bypass and expansion of the arterial system in central Solano County are expected to play a significant role in stimulating local job development. The $105 million in arterial improvements can be implemented over time on a project-by-project basis. Funding could come from existing local sources (general fund, gas tax revenue, local sales tax, developer contributions, etc.), but these sources are not expected to be adequate. MTC will continue to work with Bay Area cities and counties to develop the Regional Highway System as a basis for advocating greater flexibility in using state and federal funds for essential arterial improvements. Implementation of the arterial improvements by 1993 is recommended as part of the ACTION PLAN resulting from the I-80 Corridor Study.

4) I-80 Bus Facility:

The $85 million I-80 bus facility option would improve westbound travel time between Hilltop Drive and the Distribution Structure from 22 minutes to 18 minutes (see Table 1). A smaller time savings would occur for HOV's eastbound during the evening. The major obstacle to implementation is the need to take an existing westbound mixed flow lane between McBryde Avenue and I-580/Knox Freeway.

5) Benicia/Vallejo Express Bus:

Express bus service (see Figure 5) could use the I-80 HOV lane to achieve a significant (36 minute) time savings over drive-alone trips, but the total time savings would not occur until the Operational Improvement (HOV) Project is completed. The bus system can be quickly implemented by consolidating the existing Benicia and Vallejo express bus systems, and would help reduce congestion during construction of I-80 Operational Improvement (HOV) Project. Once the HOV lane is completed, the bus service would be attractive to Solano County residents with jobs near a BART station on the Richmond and Concord lines. However, express bus travel time from Route 37 to the San Francisco



IMPROVEMENT 3 – ARTERIAL SYSTEM UPGRADE
I-80 Corridor Study

Figure 4

SOURCE:
Conceptual Definition of Long Range Improvements,
Wilbur Smith and Associates, August 1987

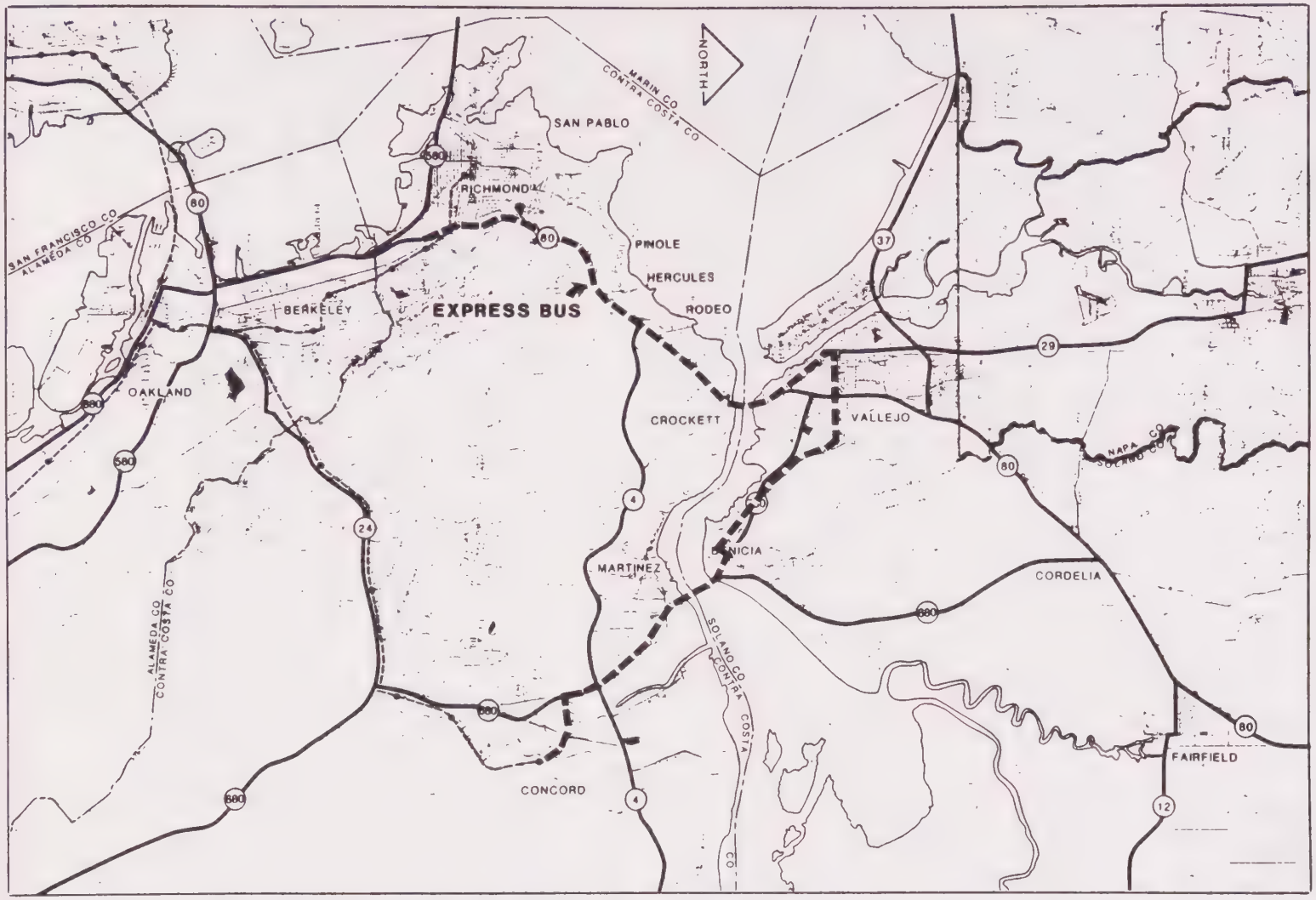
financial district (83 minutes, including transfer to BART) wouldn't be as fast as carpooling (61 minutes) or the Vallejo to San Francisco ferry (60 minutes). The initial level of service was defined as 15 minute headway, providing 180 peak hour seats across each bridge. More frequent service would entail relatively small incremental capital costs, with the primary constraint on expansion being the need for ongoing operating subsidies. Express bus service is not expected to solve the long term capacity needs of the Corridor, but could be quickly implemented to provide immediate relief. Implementation of a consolidated Benicia/Vallejo Express Bus system by December, 1988 is recommended in the ACTION PLAN.

6) Fairfield Express Bus:

This system would be relatively inexpensive ($5 million startup cost) and provides a correspondingly low capacity increase (405 seats/peak hour over both bridges). However, implementation might be more complex than the Benicia-Vallejo express bus because it would require an agreement between Vallejo, Benicia, Suisun City, Fairfield and the County to fund and operate the system. Express bus travel times on I-80 would be comparable with the LRT and almost as fast as BART (78 minutes for express bus with a transfer to BART versus 74 minutes for BART, from I-80/680 to the Distribution Structure). Express bus service from Fairfield to the Concord BART station would take 50 minutes, resulting in a total travel time of 88 minutes from Fairfield to the Distribution Structure, which is slower than service to del Norte BART.

7) Concord-Richmond Commuter Rail/Ferry:

The proposed system would provide a 75 minute trip from Concord to San Francisco, which is slower than the current 47 minute BART trip, and would provide 20 minute headway, versus BART's current 7.5 minute headway on the Concord line. The commuter rail could not compete with drive-alone travel times on Route 4 or HOV travel times on I-80. The ferry service alone would provide a relatively fast (20 minute) travel time from Point Richmond to San Francisco travel time. The major obstacles to implementing commuter ferry service would be providing the needed land-side facilities at Point Richmond (dock, terminal, parking, etc.) and funding the deficit expected to be associated with initiating service.



IMPROVEMENT 5 - VALLEJO-BENICIA EXPRESS BUS SERVICE
I-80 Corridor Study

Figure 5

SOURCE:
Conceptual Definition of Long Range Improvements,
Wilbur Smith and Associates, August 1987

8) San Pablo Avenue LRT:

The proposed LRT would operate in mixed flow traffic at approximately 15 mph. The major obstacles to implementation are the displacement of existing on-street parking and the relatively high ($75-$140 million) cost to construct the system.

9) Richmond-Fairfield Light Rail:

Due to its circuitous route from Vallejo through Napa Junction to Fairfield, the LRT from I-80/680 to del Norte BART would be one minute slower than express bus service over the same segment. The LRT would provide higher capacity over the Carquinez Bridge than the express bus (780 versus 270 seats), but would cost $280-$410 million versus $5 million. The LRT cost estimate assumes construction of a new I-80 bridge span designed to accommodate rail transit. If right-of-way constraints make widening I-80 through Vallejo impractical, the light rail system would be the least expensive system able to deliver sufficient increased peak hour capacity to achieve a significant reduction in congestion. The LRT could initially be a single-track system, which would cost $280 million to build. The system could be widened to two-tracks for an additional $130 million. Ultimately, the light rail line might be extended past Fairfield to Sacramento, but analysis of this option has not occurred.

10) Concord-Fairfield Light Rail:

An LRT trip from I-80/680 to the Distribution Structure via Concord BART would take 77 minutes, versus 95 minutes for the I-680 express bus service to BART. The LRT to Concord would be slightly (3 minutes) faster than the Richmond LRT, and $50 million less expensive. Implementation of the LRT option would require construction of the Benicia Bridge second span with a rail right-of-way. However, the second span would probably shift the bottleneck on I-680 from the Benicia Bridge to south of Route 4, so the proposed LRT would not bypass a bottleneck. If potential conflicts with wetlands and the Concord Naval Weapons Station can be resolved, the LRT could be viable early next century when congestion on the bridge re-occurs. Construction would be phased, starting with a single track system, then expanding to two tracks, and ultimately possibly extending to Sacramento.

11) Amtrak Service Upgrade:

The proposed track improvements would provide relatively fast travel times from Fairfield/Suisun City to Richmond (46 minutes), where passengers could transfer to BART. A transfer to BART would probably be necessary to compensate for Amtrak's limited number of East Bay stations, and to provide service to San Francisco. Assuming 10 minutes would be needed to transfer to BART, (4 minute walk time, 1 minute ticket/platform access, 5 minute worst case wait), the trip from Fairfield/Suisun City to the MacArthur BART station would take 77 minutes, approximately the same as the I-80 express bus and Concord-Fairfield LRT. The $40 million cost is more than express bus ($5 million) but less than LRT ($195 million for a single track system). However, Amtrak's commute period headway (1 peak hour trip) reflects the system's emphasis on inter-city rather than commuter service. Amtrak is the only transit option with significant potential to address inter-regional recreational travel. The main obstacles to implementation are funding the capital and operating costs of the system, and the need to negotiate for increased use of the Southern Pacific mainline track and drawbridge over the Carquinez Straits. Provision of commuter service with self-propelled diesel cars was not pursued due to potential conflicts with freight and Amtrak trains and the Carquinez Straits drawbridge.

12) Vallejo BART Extension:

BART would provide a major capacity increase across the Carquinez Bridge (1,440 seats/hour assuming 5 car trains and 15 minute headways), at a high cost ($740 million to Vallejo, $1.1 billion to Fairfield). The cost estimate assumes construction of a new I-80 bridge span designed to accommodate rail transit. BART would be capable of providing over 8,500 seats per peak hour if demand warranted 10 car trains at 5 minute headways, but year 2000 patronage across the Carquinez Strait would utilize only a portion of BART's potential. Due to the circuitous route from I-80/680 to Vallejo via Napa Junction, BART is slower than express bus service over this segment (15 vs. 8 minutes). BART's travel time from Route 37 to the Distribution Structure would be 48 minutes, versus 51 minutes by HOV, 63 minutes for the LRT, and 64 minutes by express bus (see Conceptual Definition report, Tables 4 and 5). The major obstacle to implementation is the high capital cost and need for a cost sharing arrangement between Contra Costa and Solano Counties. Construction of

an extension would occur in stages. The initial phase to the Hilltop/Atlas Road area would provide a major auto and bus interface with BART directly off I-80. However, the initial phase would be very expensive ($140-$300 million, depending on alignment), and would have a longer travel time to del Norte BART than express bus service in the I-80 HOV lane (11 versus 7 minutes).

ACTION PLAN

This ACTION PLAN presents a series of specific activities that will: 1) implement the short-term solutions defined during the Corridor study, and 2) continue the planning and analysis needed to implement long range solutions. The ACTION PLAN defines specific actions, identifies the responsible agency, and establishes a schedule for completing each action. The schedule consists of Immediate Actions (complete by April, 1988); Short-Term actions (complete by December, 1988); Mid-Term Actions (complete by December, 1993), and Long Term Actions. The Policy Forum will meet as needed to monitor progress on the ACTION PLAN.

A) IMMEDIATE ACTIONS (to be completed by April, 1988)	LEAD AGENCY
1) Form I-80 HOV Advisory Committee	Caltrans District 4
a) solicit membership from local governments	
b) prepare schedule for design/engineering work and financial plan to complete project	
2) Prepare Facility Plan for Carquinez Bridge and Benicia Bridge	Caltrans District 4
3) Update "Socio-Economic Overview Report" based on ABAG's PROJECTIONS '87	MTC/ABAG
a) compare jobs-workers imbalance in Year 2005 (PROJECTIONS '85 vs. PROJECTIONS '87)	
b) compare PROJECTIONS '87 and Buildout Scenario	
4) Adopt "Scope of Work" and Budget for Consolidating Benicia and Vallejo Express Bus Service to BART	Benicia, Vallejo, MTC
5) Establish "Scope of Work" for Solano County Transportation Plan	Solano County
6) Seek MTC action to establish the Policy Forum as a continuing MTC Advisory Committee to monitor implementation of the Action Plan.	MTC

B) SHORT-TERM ACTIONS
(to be completed by December, 1988)

1)	Define Expandability of I-80 through Vallejo	Caltrans District 10
2)	Complete Phase I of Truck Traffic Study based on SB 1257	Caltrans, MTC
3)	Initiate Benicia/Vallejo Express Bus Service	Benicia, Vallejo
4)	Advance Funding for Appian-Pinole Valley Auxiliary Lane and Atlas Road Interchange	Contra Costa County, Caltrans District 4
5)	Develop TSM Ordinance, and Comprehensive TSM Strategy	Cities, Counties, MTC
	a) continue funding SOLANO RIDESHARE and RIDES	Caltrans, MTC, Solano County
	b) adopt policy to consider park/ride lots during project review and approval	Cities, Counties
6)	Analyze I-80 Corridor's Contribution to Bay Area Economy	ABAG
	a) review Corridor and Regional development scenarios (PROJECTIONS 87, Buildout)	
	b) examine potential effect of local growth controls on development scenarios.	
7)	Analyze Fiscal and Non-Fiscal Impacts of Different Types of New Development	ABAG
	a) analyze impact of balancing jobs-workers ratio	
	b) evaluate feasibility of tax-sharing for new development	

C) MID-TERM ACTIONS
(to be completed by December, 1993)

1)	Complete Phase II of Truck Traffic Study	MTC
2)	Establish Regional Highway System (RHS)	MTC, Counties
	a) fund arterial improvements in Long Range Option 3	Cities, Counties,
	b) develop strategies to use RHS investments to support desired land use policies	MTC/ABAG
	c) promote legislation to establish San Pablo Avenue and other appropriate arterials as State Highways	MTC, Cities, Counties

3)	Secure Full-Funding for Partially Funded Projects	
	a) I-80 Operational Improvement (HOV) Project	Caltrans District 4, Counties
	b) North Richmond Bypass	Route 93 JPA
	c) I-80 Widening, I-505 to Pedrick Road	Caltrans District 10, Solano County
	d) Route 37, I-80 to Napa River Bridge	Caltrans District 10, Solano County
4)	Establish Permanent Park/Ride Lot near North Texas/I-80 Interchange	Caltrans District 10, Fairfield
5)	Re-assess Jobs-Workers Imbalance and Travel Patterns Based on 1990 Census	MTC/ABAG
6)	Update "High Speed Water Transit Study"	MTC
7)	Conduct Bay Area Recreational Travel Study	MTC, Caltrans
8)	Acquire Surplus Railroad Rights-of-Way	Counties, Caltrans, MTC, BART
9)	Complete Solano County Transportation Plan	Solano County
10)	Analyze Regional Revenue Sources for for Construction of Long Range Improvements	MTC

D) LONG-TERM ACTIONS
(complete in mid-1990's)

1)	Conduct "Systems Level Study" of I-80 Oakland-Sacramento Corridor	MTC/SACOG

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